

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the **TWENTY-FOURTH ORDINARY YEARLY MEETING OF THE SOCIETY** will be held at **TRAD OFFICE, No. 4, the Praya, Hongkong** on **TUESDAY, MORROW, the 13th October, 1897, at 12 O'CLOCK**, for the purpose of receiving the report of the Directors together with statements of accounts for the year 1896 and for the half year ending on 30th June, 1897, and of declaring Dividends. The **TRANSFER BOOKS** of the Society will be **CLOSED** from the 3rd to the 13th October, both days inclusive.

By Order of the Board,

By Order of the Board, N. J. EDE,
Secretary.
Hongkong, 12th October, 1897. (114)
CANTON INSURANCE OFFICE,

NOTICE TO SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to the 18th October, 5th days inclusive.

JARDINE MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE, LIMITED
Hongkong, 24th September, 1897. - [1468]
THE PUNJOM MINING COMPANY,

NOTICE is hereby given that an **EXTRAORDINARY GENERAL MEETING** of the above-named **COMPANY** will be held at the **COMPANY'S OFFICE, No. 9, Praya Central Vici**

...That it is desirable to reconstruct the

Company, and accordingly that the Company be wound up voluntarily, and that **JAMES NEWICK DUNCAN, Esq.**, be and he is hereby appointed Liquidator for the purposes of such winding up.

—that the said liquidator be and he is hereby authorized to consent to the registration of a new Company, to be named The Panjom Mining Company, Limited, with a Memorandum and Articles of Association which have already been presented with the priority and approved.

3.-That the draft agreement submitted to this meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the


the new Company of the third part be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such new Company as may be recommended by the terms of the

when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary

Hongkong, 11th October, 1897. [155]



GOVERNMENT NOTIFICATION.

No. 418.

It is hereby notified that the HONGKONG VOLUNTEER CORPS are to carry out UN PRACTICE from the North side of Stor...

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 5th October, 1897. [154]

JUST UNPACKED.

VARIETIES IN CADBURY'S CHOCOLATE SWEETS.
CHOCOLATE Almonds, Creams, Caramel
Macaroons, Mexican, Nougat, Vanilla



TO BE SOLD LOOSE BY LBS.
Also
Hallard and Bowser's Butterscotch and assorted

10 PER CENT. DISCOUNT FOR CASH.
H. RUTTONJEE,
13, D'Agullar Street, Hongkong,
and
18 & 19, Elgin Road, Kowloon.

Hongkong, 6th October, 1897. [132]

9 & 7

**WATERING
APPARATUS**



APPARATUS
Non-freezing & Ordinary Hydrants
and Street Washers.
Garden Watering Boxes and
Apparatus.
Gun-Metals, Copper, and Cast
Iron Cocks and Valves.

E. GUESNIER, E.C.P.,
Engineer and Dock Master.
(Successor of) **ACHILLE CADET,**
27, Rue des Tailleurs,
PARIS.

Hydropathic and Massage Apparatus,
supplied to the Vichy Co.
Vapour Baths (Berthel system).
Apply to—
DODD, GARTLEY & Co., Agents for
H. OFFENHEIM & Co., PARIS.

1980

A SHOCKING fatal accident occurred at the Quarry Bay Sugar Refinery this morning. One of the coolies employed on the works was passing a piece of machinery and his queue became entangled in a revolving shaft. The unfortunate man's body was drawn into the machine and before the bolts could be disconnected he was almost smashed to pieces. He was killed almost instantaneously.

At the Supreme Court to-day on the motion of the Hon. W. M. Goodman (Attorney-General), the Police Judge (Mr. A. G. Wise) admitted Mr. Henry Hurnhouse, of Mr. Denny's office, to practice as an attorney and proctor of the Supreme Court of Hongkong. Mr. Hurnhouse was enrolled in London on April 3rd, 1897. His Lordship, in a few well-chosen words, wished Mr. Hurnhouse all success in his practice here.

Mr. W. RAMSAY, who for many years has performed the arduous and ever-increasing duties of Superintendent of the "Teluk" liners, left to-day by the *Prinsess* for Europe to enjoy in the old country a few months' well-earned leave of absence. We join with Mr. Ramsay's many friends in this Colony in cordially wishing him a pleasant trip home and a safe return to the Far East, thoroughly refreshed by the invigorating breezes that ever and anon sweep over the heather-clad hills of bonnie Scotland.

At the Magistrate to-day a small Chinese boy named Su Ping was charged with being implicated in sending the threatening letter recently received by Mr. F. H. May, Captain Superintendent of Police. It seems that the boy is a son of the man already under commitment for the offence and, as the father cannot write, Detective Scott got the boy to write a letter and it was compared with the threatening missive. A head writer from the Registrar General's Office to-day deposed that he had compared the letters and found many characters so similar that he thought it was impossible for two different people to have written them. He was remanded till Thursday.

Writing in *Sport and Gossip*, "Daybreak" on the 3rd instant has a very interesting note on the forthcoming Cricket Week in which he says,—"The Committee of the Cricket Club have gone to work with a will as to arrangements for the coming battle in Hongkong, and already I hear that the following gentlemen have definitely decided to join the team if elected to represent the Model Settlement: Messrs. Bell, Farbridge, Jackson, Lunnell, Mann, McClure, Tyack, and the brothers Wallace. It is to be hoped that before the final selection is made the following names may also be added to the above list: Messrs. Cunningham, Firth, W. H. Meale, Stubb, and St. George. Mr. Firth, who some time ago intimated putting his name on the list, it is much to be regretted now finds that business will not permit, but it is to be hoped that this difficulty may be overcome so that Shanghai, out of fourteen names mentioned above, may be represented in the Crown Colony by a really representative team."

It is rumored that the Japanese are agitating for a Japanese settlement in Tientsin. The Japanese population numbers about 60. We shall next hear of a Russian settlement.

The Yuen Fat Hong has received news that at 10 a.m. on the 3rd instant fire broke out in the after hold of the steamer *Mongkut*, on her voyage to Bangkok. The cargo, which was mostly valued Chinese companies in Hongkong, sustained serious damage. The *Mongkut* left Hongkong on the 26th ult.

The Chinese Engineering and Mining Co. have placed through the medium of Messrs. Carlwells & Co., Tientsin—a contract for a winding engine (pit head-gear and coal screening plant of the most modern design) with a well-known firm at Oberhausen, Germany. The material is intended for the new No. 3 shaft at Tongshan.

On Thursday afternoon, 30th ult., at the U.S. Consulate, Yokohama, an inquest was held concerning the death of R. R. Crocker, second mate of the American ship *Comstock*. T. H. Allen, who was found dead with his throat cut on Thursday morning in a dormitory at the Seamen's Mission House, No. 83, Settlement. The evidence showed that the deceased arrived in Yokohama on the 26th ult. from Shanghai where he had been discharged from the ship *S. D. Carlton*. He rec'd from the U.S. Consulate at Yokohama on his arrival the sum of \$72.21, the balance of wages due him from his last employer, and it appeared that he had since been drinking very heavily. He stayed at the Mission House "to get properly sobered up." The Court recorded a verdict that the deceased had committed suicide.

The *Sailor Courier* says:—"Though we by no means desire these Pathans (on the North West frontier of India) to achieve a victory over the British, that is to say savages over a highly cultured race, and though we hope England will manage to subjugate these fanatical Koran-hating tribes, at the same time we hope it will be a lesson to England and will cause her to reflect seriously on the dangers of her selfish and egotistical policy towards the rest of the European Powers. There is room enough for all of us in Asia, and we ought all to pull together. Battering their heads against us in Islam is not pulling together. What would England say if the Mingone prince (the pretender to the kingdom of Burma) should escape from our custody just now and go into British territory? What would she say if the European officers so badly needed by the disaffected Pathans and Burmese should happen to be found, heading armies against the British?"—"We would probably say 'Come on, if you feel like fighting.'"

Messrs. BENJAMIN, Kelly and Potts in their *Weekly Share Report*, dated Hongkong, Tuesday, 12th October, say:—"Business has been very dull during the week and with the exception of a sharp advance in Charbonnages, there are no changes of any importance to record. The Puntong Mining Company, Limited, has given notice that an Extraordinary Meeting will be held on the 27th October, to consider a scheme for the reconstruction of the Company. Douglas Steamships have declined one point and have placed at 88. Lianos are out of favour at 88. Puntong dropped to 84. Sales and selling, owing to the poor result of last month's crushing, Charbonnages have been regulated at \$1.50 and \$1.60 for the Ordinary and Preference respectively. Raub improved to 84.50 sales, but are again easier with sales at 82. We have just received a private telegram from Singapore to the effect that 2,450 tons of ore crushed, resulted 2,450 ounces of amalgam. Others have suffered a slight decline and have been sold at 82, 83 and 84, closing with buyers at the rate. A share has been sold at 82. Great Eastern has a share sold with sales at 82.50 for the 8th paid up."

UNDER CANVAS.

"FIRE! FIRE!"

Yesterday afternoon the Volunteers' band played a few selections and greatly enlivened the men, who had a rather dejected look after their experiences in the rain and wind of the night previous and the dull weather before them. Big Drummer Woolf was not present but an able substitute was secured to use the sticks. By 6 p.m. the dull clouds in the sky gradually disappeared and a little later the moon was seen to make its appearance, to the great satisfaction of the men. Stars followed and by 8 p.m. everyone was confident that they would have a clear night and a fine day to follow. After dinner, with the favourable forecast, the piano was brought from the Sergeant's mess into the open air, and songs were well rendered, the vocal talent in camp being strong. About 10 p.m. many people were being strong, and when the alarm of fire was given they should parade on the ground adjoining the mess with buckets of water handy and await further orders. Some of those who had this order were ready to "turn in" in uniform, thinking that they would be awakened late at night, but at 10 o'clock the bugle sounded the "fire" call. All those under orders rushed to the appointed place, with their buckets in hand ready for any emergency. There was a better-sketched of men from all parts and they paraded themselves at the doors of their tents in readiness to pull them down in obedience to the fire regulations in camp. It appears that a fire broke out among some papers in the officers' mess tent and the gallant fellows subdued the flames with a few buckets of water. The bugle sounded to tell that all was safe, to the great satisfaction of the men who thought that they would have to undergo a more trying ordeal. After this they were enabled to return to their various amusements.

When the fire alarm sounded one Volunteer armed with a bucket of water, acted upon his own ideas of safety and attacked the kitchen where he saw a lamp burning. He emptied the water on it, at the same time giving the cook a good scolding. The exclamations of the chef were abundant for obvious reasons. The alarm was sounded so suddenly and with such a startling tone that those who were not aware of the fact that a practice to test the men in the emergency of a fire was being held, were completely taken aback, but we may safely say that only a few had this information before hand. Despite the noise of men running hither and thither and the general bustle a party at a game of cards in the mess tent were so interested in the game that no notice was taken of this new phase of affairs, and the men did not move until two minutes arrived at the spot and then, there is no need to say, players ran off to their tents. Nothing startling took place after this. The night was clear with a bright moon shining overhead and the men slept soundly and confidently so far as the weather was concerned. When the *reville* sounded to-day the sky was not quite rid of dark blotches but these soon disappeared and then came signs of glorious weather. The sun was shining over the hills in the East with burning rays on a July morn and the lovely sight at the time is hard to describe. At 5.30 a.m. the field battery in which our guns were worked. The men acquitted themselves satisfactorily after an hour's hard work at the guns turned in for breakfast. During the time after the Maxims had musketry drill. As usual after this function is over an exodus of men crossing the harbour to their business took place, but not a few return by an earlier launch for the return of the men the camp is occupied by the return of the men the camp is not so dull or lifeless as one is apt to think. A fairly large number of Volunteers remain there and attend their drills with soldierlike earnestness, and have plenty of recreation in the intervals. At 9 a.m. the Field Battery had target practice with carbines, continued firing till 11 o'clock, and resumed this again at 3 p.m. Another gun drill at 5 p.m. During the day the signals under Sergeant Rooney, W.Y.R., had practice in service messages with semaphore.

There has been an alteration made in the time table of the *Prinsess* (Volunteers' boat). She leaves Murray Pier, each day at the following times:—6 a.m., 7.45 a.m., 9 a.m., 11.30 a.m., 3.30 p.m., 4.30 p.m. and 6 p.m. She leaves Stonecutters' as under:—7.15 a.m., 8.30 a.m., 9.45 a.m., 1.30 p.m., 4 p.m., 5.15 p.m., 10.15 p.m. The *Camp Gazette* came out this afternoon but we have to leave our comments on it till tomorrow owing to the lateness of the hour at which it was published.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Friday, the 8th instant, there were present:—Messrs. R. M. Gray (Chairman), Herbert Smith (Vice-Chairman), J. J. Bell-Irving, N. J. Ede, T. Jackson, N. A. Slane, T. H. Whitehead, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous meeting (held 10th September) were read and confirmed.

THE MAINTENANCE OF THE INTEGRITY OF

BILLS OF LADING.

Read letter, dated 8th August, from President of the General Produce Brokers' Association of London, enclosing copy of letter addressed by the Association to the Chamber of Shipping of the United Kingdom urging the importance of maintaining the integrity of Bills of Lading, requesting the views of the Chamber on the subject, and hoping that it would be brought prominently to notice.

Resolved to reply to the effect that the Committee were of opinion that Bills of Lading should be properly dated, and that they would have the correspondence circulated among the commercial community.

PROVINCIAL REGULATIONS OF TRADE ON

WEST RIVER.

Read letter from Mr. H. M. Hillier, Commissioner of Chinese Extraordinary Customs, Kowloon, dated 11th ult., forwarding six copies of the Provisional Regulations of Trade on West River for use of Chamber.

THE REGISTRATION OF TRADE MARKS.

A further letter from Messrs. H. H. Kirch & Co. on above subject, making a fresh suggestion, had been received and acknowledged, and on the 21st ultimo a letter, in terms of the decision come to at last meeting, was despatched to the Government.

To this a reply was received on the 7th inst. enclosing copy of a lengthy minute by the Attorney General, which is still under consideration.

BOUNTY TO JAPANESE EXPORTS OF RAW SILK DIRECT.

Read letter from Yokohama General Chamber of Commerce, dated 9th ult., intimating the

probability of the Japanese Government, at the next meeting of the Diet, introducing a Bill to abolish the Bounty on Silk shipped direct by Japanese exporters.

PREFERENTIAL DUTIES ON JUNK-CARRIED CARGO.

A letter having, on 19th ult., been received from the Secretary of the Hongkong, Canton, and Macao Steamboat Co., Ltd., stating that since the 10th idem, in consequence of preferential duties being accorded by the Hoppo to junk-borne cargo, carriage of waste silk had been entirely diverted from the river steamers, correspondence had passed with the British Consul at Canton.

The Chairman gave a *resumé* of the correspondence that had passed between the Chamber of Canton and Peking in past years on this much-revived question, and it was, after some discussion, decided to again address the British Minister at length on the subject, and draw attention to the latest developments.

INLAND TAXATION OF FOREIGN GOODS IN THE TWO KWANG.

In pursuance of a decision previously arrived at, a letter was, on the 28th ult., addressed to H. H. M. Minister at Peking, on the practice, in the Two Kwang, of granting monopolies to traders to collect *shui* on certain foreign imports, and the desirability of Foreign Consulars being notified of all *shui* duties legally leviable on imported goods, so that Importers may know to what taxation their goods are subject before they reach the consumer at any given destination.

Copy.

Hongkong, 16th September.

The Secretary of the Chamber of Commerce.

Sir,—We beg to acknowledge receipt of your favour of 10th inst. from which we are pleased to note that the "trade marks" matter will have the further consideration of your committee.

As your Committee has taken up the question of registration of trade marks, it might be a good opportunity to draw their attention to the very unsatisfactory manner in which notice of such intended registration is given to the general public, and they might perhaps see their way to recommend to the Government an alteration of the present system.

For your guidance we beg to enclose several cuttings taken from the local papers and containing notices of registration, marked serials A & B. You will observe that the advertisements marked A, bring facsimiles of the trade marks intended for registration, whilst those marked B, only state that a certain firm intends to apply for registration of certain trade marks and articles, without giving a description or facsimile of them. Any one desirous of protecting himself against infringements, or for his sake keeping on record the trade marks registered in this Colony, is compelled to go to the Colonial Secretary's Office to find out whether there is no objection to the registration. This involves a good deal of time wasted and an expenditure of 50 cents on every occasion. As it is almost impossible to take notice of every registration and advertisement relating to them might easily be overlooked, it depends entirely on the Official in charge of this department to find out whether the same or a similar trademark has already been registered, and it is impossible that mistakes might easily occur. If, on the other side, facsimiles of the trade marks would be published, persons interested would at once inform the Colonial Government if they think it has just cause for protesting.

You will agree with us that in the present system of room for improvement, and we trust that your Committee will recommend the Colonial Government, to pass a law compelling applicants to publish facsimiles of the trade marks intended for registration, when giving notice thereof in the Government *Gazette* and in the local papers.

Apologizing for the trouble.

We have the honour to be, Sir,

Your most obedient servant,

(Signed) H. H. KIRCH & CO.

Hongkong General Chamber of Commerce,

21st September, 1897.

Sir,—Since the despatch of my letter of the 18th inst. in reply to yours of the 29th July (No. 1205) forwarding copy of a letter addressed by Messrs. Marland, Son & Co., of Manchester, to the Right Honourable the Secretary of State for the Colonies, complaining of an infringement of one of their trade marks, this Chamber has been put into possession of the details of such infringement by Messrs. Marland, Son & Co. local agents, Messrs. H. H. Kirch & Co.

It appears from the letter of the last named firm that the local agents of a Belgian firm applied here to register a Horsehoe label on cotton thread. Messrs. H. H. Kirch & Co., at once, in behalf of the owners of this brand, opposed the registration and successfully, thereupon registering the brand locally for Messrs. Marland, Son & Co. This was not accomplished however, without considerable trouble and expense, and hence the anxiety shown by Messrs. Marland, Son & Co. to secure some amendment in the system of registration.

My Committee are not prepared to suggest any scheme of Imperial registration embracing the Colonies as well as the United Kingdom, on account of the expense of the undertaking and the great attention cost of having commercial departments in each Colony, while at the same time it is most desirable that owners of marks for local trade should be able to claim the protection of registration.

The preamble of Ordinance 16 of 1873 leaves the impression that this Ordinance was originally designed more for the protection of Trade Marks which were already registered in the United Kingdom than for new marks solely registered in Hongkong, but it also covers the latter, and this case of Messrs. Marland, Son & Co. raises the question of the value of local registration vis-à-vis registration in the United Kingdom.

My Committee are of opinion that, although the former may be accepted as *prima facie* evidence of ownership of a Trade Mark, it should be clearly laid down that registration in the United Kingdom, prior to the registration of such mark in Hongkong, would constitute the real owner thereof in this Colony for the classes under which such Trade Mark is registered, as much as in the United Kingdom, and they therefore respectfully request that this opinion may be submitted to the Attorney General for consideration or otherwise, so that it may be formally laid down. My Committee would also suggest that for the due protection of marks originated for local industries it should be laid down that any Trade Mark for the registration of which application has been made in Hongkong before the date of registration in the United Kingdom should have the prior right in this Colony.

Further, my Committee beg to suggest that in all future cases of registration it be made incumbent on the person effecting such registration to publish illustrations and descriptions of the Trade Marks registered, together with the usual notice in the Government *Gazette* as required in paragraph 5 of Ordinance 16 of 1873.

I have the honour to be, Sir,

Your most obedient servant,

R. CHATTERTON WILCOX,

Secretary.

Hon. J. H. Stewart Lockhart,

Colonial Secretary.

SPORTING NOTES.

BY EARLY BIRD.

Trials for the Shanghai Autumn Race meeting, to be held the first week in next month, have passed from the "play ground" stage into real business, and day after day as the sun rises over the horizon scores of sports are to be seen in the Grand Stand and at the stalls of the Shanghai racecourse. The entries closed on the 2nd instant, the total "take" being Tls. 6,000 as against Tls. 6,420 for the autumn meeting in 1896. A drop of Tls. 400 is not a very serious matter as regards the Shanghai Races for it indicates either a falling off in the quality of the cattle or a diminution in the ranks of the sportsmen who, for years past, have contributed by their presence, their influence, and their money contributions to make the Shanghai turf to weary eyes in the Far East what Ascot, Epsom and Newmarket are in England.

Among the entries there are some first-class racers from Hongkong and the coast ports, and conspicuous among them are the Amoy "Ayers" *Prinsess Marshall* and *Shuey William* and Mr. Boyd's grand old stayer *Sindad*, the winner of many a hard-fought mile in Hongkong, Amoy and Shanghai. Mr. Bower (of Hongkong) has a strong contingent of the Shanghai course and another popular local sportsman is well represented by *Aspirant* and *Foeman*. *Aspirant* was the favourite for the Hongkong Derby last Spring, but "went off" on the eve of the meeting and so disappointed many who reposed considerable confidence in him. If "he" should pull it off on two good things for his deservedly popular owner and there are many indeed in this colony and elsewhere who will be glad to hear that he has been by no means the least successful. From *Sport & Gossip* of the 3rd October I gather that there are excellent prospects of the autumn Meeting being thoroughly enjoyable and remarkable (D.V. and W.P.) for good fields and well contested finishes.

THE ENTRIES.

The following are the entries for the forthcoming Meeting:—

| First Day | 1896 | 1897 |
|------------------------------|------|------|
| 1—The Jockey Cup..... | 10 | 16 |
| 2—The Criterion Stakes..... | 18 | 22 |
| 3—The Maiden Stakes..... | 46 | 48 |
| 4—The Maiden Plate..... | 19 | 18 |
| 5—The Club Cup..... | 24 | 22 |
| 6—The Lady Stakes..... | 48 | 30 |
| 7—The Autumn Cup..... | 34 | 32 |
| 8—The Wharfedale Stakes..... | 34 | 32 |
| 9—The F.A. Whip Cup..... | 40 | 43 |

SECOND DAY.

| | | |
|--------------------------------|-----|-----|
| 1—The Northern..... | 26 | 28 |
| 2—The Shanghai St. Leger..... | 54 | 48 |
| 3—The China Cup..... | 22 | 23 |
| 4—The Pogo Cup..... | 22 | 40 |
| 5—The Shanghai Stakes..... | 132 | 135 |
| 6—The Racing Stakes..... | 48 | 38 |
| 7—Syce Stakes..... | 38 | 38 |
| 8—Llama Vase Stakes..... | 29 | 30 |
| 9—The Diamond Jubilee Cup..... | 44 | 44 |

THIRD DAY.

| | | |
|--|----|----|
| 1—The Flyaway Plate..... | 35 | 43 |
| 2—The Masonic Club Challenge Cup..... | 29 | 29 |
| 3—The Shanghai Handicap..... | 61 | 61 |
| 4—The Grand Stand Stakes..... | 48 | 38 |
| 5—The Comopolitan Cup..... | 34 | 37 |
| 6—The Patchouli Stakes..... | 45 | 45 |
| 7—The Comopolitan Cup..... | 69 | 62 |
| 8—The Grand National Steeplechase..... | 61 | 50 |

TRAINING GALLIES.

The following "times" are reported by *Sport and Gossip* to have been done in the final trials before the close of the entries on the 2nd inst.:—*Black Eagle* and *White Rose* did 2.14 for one mile—a very good training gallop.

Aspirant did his mile in 2.18, finishing very well; this says "Daybreak" is his best distance.

The Broker did a mile and a half in 3.33; this pony improves every time he is sent along and he promises to be as good as ever.

Black Rock went 3-mile in 1.56, shoes off, moving very well at the finish; *White Lilac* and *Red Rose* did a mile in 2.15; not a bad performance.

Dawn and *New Moon* traversed the mile and a half in 3.37, the griffin proving the better at the finish, and the odds are that he will ultimately prove one of the best of the autumn griffin.

Zeus (Mr. A. W. Bunkell) did his mile and a half in 3.28, last quarter quicker—the fastest time of the morning for the distance and as usual in most taking style.

Samuel and *Cuyamada* went 13-mile in 2.57, the duo doing easily at the finish. *Samuel* certainly did not seem to justify the hope that public opinion has reposed in him.

Sami Doute (Midwood up) followed on, doing his mile and a half in 3.40, finishing as he liked in good style; his pony has fished out and the older he gets the better he gets. *Aloua* cantered a mile and a half in 3.50; another pony that has thickened considerably and he promises to do better in the future than he has in the past, which means a good deal.

Foeman did his mile in 2.16 and is a very improving pony, and if he can proceed as he is now going he will make a bold bid for the Legat.

Clyde, owner up, went 11-mile in 3.21 finishing strong.

The uncertain *Rottel* is improving.

THE REGATTA.

The Shanghai Regatta will be held on the 25th and 26th instant. The crews for the International Regatta will probably be as follows:—

| English. | Scotch. |
|-----------------------|----------------------|
| C. E. V. Birt (bow) | W. Middleton (bow) |
| W. Carter | B. Carter |
| R. C. Phillips | T. H. R. Shaw |
| H. G. Conry | J. U. Buchanan |
| A. D. Brent | G. E. Stewart |
| F. Rickard | C. M. Adamson |
| W. E. Laveson | A. H. Stewart |
| H. C. Pearce (stroke) | D. MacNeill (stroke) |
| C. A. Pullan (cox) | |

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE ROYAL HONGKONG GOLF CLUB.

To the Editor of the "Hongkong Telegraph."

DEAR SIR,—In your last evening's issue I notice your paragraph re this Club; you are somewhat in error. Her Majesty the Queen has graciously pleased to allow the Club to take the title of "The Royal Hongkong Golf Club," a distinction with a considerable amount of difference.

Yours faithfully,

H. L. DALRYMPLE,

Hon. Sec.

"NICKEL-SILVA."

IMPORTANT SHIPPING CASE—IMPROPER COMMISSIONS.

In the British Consular Court at Kobe on the 1st inst. Messrs. Nickel & Co. charged an employee named Silva with having misappropriated funds which he said were used for bribing ship's officers to accept deficient supplies of stores ordered by shipping firms. In giving judgment, His Honour said:—

He had come to the conclusion that the accused must be acquitted. He had not done so without hesitation, because there was a good *prima facie* case made out to go to the jury. The nature of the transactions must be taken into account in forming judgment of the probability of a person's guilt or innocence. It was quite clear that accused was employed by the firm of Nickel & Co. at their agent to pay return commissions. What he might say on this subject was purely extra-judicial. He looked upon those return commissions paid to the employees of owners of ships as being improper; he was not saying that they were illegal because he did not know any case had been decided to that effect. It was decidedly dishonest on the part of ship's officers who took them, and dishonourable on the part of anyone dealing with ships to pay them. It was quite clear that their payment was recognised by Nickel & Co., and that it was understood, dirty work which they did not wish to appear on their books. He was sorry to hear that the custom was so prevalent in Kobe as it appeared to be. But as Silva was acting for Nickel & Co. as their agent, the next point to consider was whether there was any systematic surveillance of him to make sure of his honesty. Apparently there was none, or the system was so loose as to be practically amount to none. He was invested with a very large discretion, or, as Mr. Nickel expressed it, he was left to his (Silva's) honesty. His Honour conceived it was not open to Mr. Nickel after fifteen months' interval to turn round and say he did not know how the return commission business of his firm was being worked. There were three counts in the indictment, and he might say at once, if the case had rested only on the first count, he should have allowed Mr. Brushfield's motion for the dismissal of the case without calling for his defence. But the cross-examination suggested no explanation of the discrepancy in the number of tons—1,300 tons in the case of the *Sachuan* and 1,400 tons [both fresh water] for the *Prinsess*. That seemed like a palpable case of false accounting, and it was simply on those two items that he did not dismiss the charge upon the conclusion of the prosecutor's case. Now the explanation which Mr. Brushfield had given of that was, of course, purely theoretical. Not a particle of evidence had been called to substantiate the suggestion that such was the way in which the discrepancies had been made up. But the case for the prosecutor had to be made out affirmatively. In a charge of embezzlement three points had to be made clear—the relation of master and servant between the parties (and that had been established in the present case); secondly, the receipt by the servant of more money than he had paid into his master's account; and thirdly, in many cases brought before the Court in fraudulent conversion of money by a servant to his own use was to be inferred from the circumstances of the case. Was the present such a one? Most assuredly not. It was quite clear the accused, in his loose system of book-keeping, did not account for all the moneys he had received. The fact of return commissions on the one hand, and on the other, the fact of having occasionally to buy water from the Japanese boats when the firm had not the supply itself, left a loophole open for doubt. And the prisoner was entitled to the benefit of the doubt. His Honour added that he might have a strong suspicion that the accused, being employed in the dirty work of giving bribes, some of the money might have stuck to his own hands, but on that suspicion he would not convict him. He was fairly entitled to the doubt. The deficiency of 10 cents per ton might be accounted for by the explanation might be such as Mr. Brushfield had put forward in his very ingenious defence. The accused would, therefore, be acquitted.

After a moment's consultation with the Assessor, his Honour announced that one Assessor dissented.

PEKING NOTES.

PEKING, September 25th.

The literary examinations are over at last, but Peking is not being quiet of candidates yet. As fast as the literary students stream out of the capital in one direction, candidates for the military exams are pouring in from the other, the military examinations beginning next month.

An enterprising native here is, I hear, about to open a brick field in Tientsin with foreign assistance. I am glad to note an increased appreciation on the part of Chinese of the value of co-operating with foreigners in their undertakings.

The *Peking Gazette* of the 19th inst. states that General Kao Teh-yuen has been permanently stationed by the governor of Yunnan on the Annam frontier.

It is rumored that some enterprising Chinese here are trying to get a concession, to construct a tramway from Lu-kou-chiao to the Western Hills, where there are extensive fields. I hope the enterprise will not be quashed by any government objection, as it is an excellent idea, and means money. I should say there is plenty of opening for tramways in many parts of China, where railways do not and are not likely to exist for many years to come.

On the 16th inst. H. E. Chao, Governor of Kiangsu, petitioned the Imperial Government to bestow some honorable recognition upon an ancient scholar of eighty years of age, as he had waited patiently for 60 years since successfully passing his *chi-fen* examination, and literary degree, and had never received the slightest benefit from the scholasticism. I am glad to know the petition has been granted. A man who could wait in hope-deferred silence like that should have been just the man to rivet his country's appreciative esteem.—*Tientsin Times*.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from Dr. C. Freeman, Sydney, Aust.—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, I found no great pleasure in taking the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(Adv.)

NOTANDA.

CALENDAR.

Intimations.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLESFOR
**MILITARY
EQUIPMENT**

Apply to Messrs. DODWELL, CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantaine acts simultaneously as an analgesic.
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers: FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST a. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[135]

WANTED.

A STEADY MAN who is able to make himself generally useful about FARM-YARD and STABLE. Must be a European. Apply, stating qualifications and giving particulars of character, to:
"W."
c/o Hongkong Telegraph Office.
Hongkong, 12th October, 1897. [1535]

Auction.

PUBLIC AUCTION.
SALE OF VALUABLE LEASEHOLD PROPERTY IN QUEEN'S ROAD.
MESSRS. HUGHES & HOUGH have received instructions from Mr. BRUCE SHERRARD, the Trustee, to sell by
PUBLIC AUCTION
TO-MORROW
(WEDNESDAY), the 13th day of October, 1897, at 3 P.M.,
ON THE PREMISES
Nos. 355 and 357, Queen's Road Central, Victoria, Hongkong,
IN ONE LOT.
All these PIECES or PARCELS of GROUND registered in the Land Office as INLAND LOTS Nos. 543 and 542 with the messuages or tenements thereon known as Nos. 355 and 357, Queen's Road Central (adjoining on the Western Market).
The properties are held under Leases direct from the Crown for the respective terms of 999 years each from the 16th November, 1897, under the usual terms and conditions contained in the Crown Leases of this Colony.
The annual Crown Rent of Inland Lot 543 is £131. 9s. (£8.10), and of Inland Lot 542, £121. 7s. (£7.8s.).
The whole of the premises here let in one lot to a monthly tenant at \$100 per month (the landlord paying the outgoings), but as the houses contain only two stories and a basement the rent might be considerably increased if the houses be rebuilt to the height of the adjoining premises.
For further Particulars and conditions of Sale, apply to
H. L. DENNIS,
Solicitor for the Vendor,
64, Queen's Road Central,
or to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th October, 1897. [1510]

Amusement.

PROMENADE CONCERT

In aid of the Funds of the HONGKONG LADIES' BENEFICENT SOCIETY to be held at the HONGKONG VOLUNTEER HEAD-QUARTERS,
(Kindly lent for the occasion)
ON
FRIDAY, the 15th October, 1897,
at 9.15 P.M.
PROGRAMME:—
PART I.
1. March..... "Pere la Victoire"..... Ganne.
The Band.
2. Quartette, "A sad disappointment" (McChase).
Messrs. Milrow, Hill, Grace and Barrett.
3. Selection..... "The Band."
4. Song..... "Oh! How I Love Thee"..... H. Pany.
Mr. A. C. Van Nierop.
5. Piccolo Duet, "Les Oiseaux de Passage"..... Kling.
Corporal Harper and Musicians Lytton.
6. Quartette..... "The Evening Bell"..... Franz Abt.
Messrs. Milrow, Hill, Grace and Barrett.
7. Cornet Solo..... "Serenade"..... Braga.
Musicians Halcy.
8. Song..... "To Althea from Prison"..... Whitfield.
Mr. C. H. Grace.
9. Valse Brillante (Op. 13)..... Chopin.
The Band.

PART II.
1. Grand Military..... "The Battle of Waterloo"..... Eckersburg.
Poitpoint.
The Band.
Synopses.—Daybreak; morning Gun 4 A.M.—The Revellers' sounds. The Camp in motion—Advance of the British Army in Brigades—They engage the enemy with varying success, but ultimately are victorious—Flight of the enemy and Grand Victory March of the British, concluding with the "Conquering Hero."
With the kind permission of Col. Gordon and the Officers of the Band of the 2nd W.O. (West Yorkshire Regiment) under the leadership of Mr. W. G. BENTLEY, A.R.C.M., will assist in the above programme and will also play the accompaniments of the songs.
TICKETS, 2s. each, may be had of Messrs. ROBINSON & Co., who have kindly lent a place.
Hongkong, 9th October, 1897. [1543]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain Balthors, will be despatched for the above Ports TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, 12th October, 1897. [1555]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON"

Captain Mogridge, will be despatched TO-MORROW, the 13th instant, at 3 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 8th October, 1897. [1531]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"HUPEH"

Captain Quail, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 11th October, 1897. [1544]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"MARIA RICKMERS"

Captain Berg, will be despatched as above on FRIDAY, the 15th Octob.

For Freight, apply to ARNOLD, KARBURG & Co., Agents, Hongkong, 25th September 1897. [1477]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA"

Captain John A. Davies, will be despatched as above on about the 20th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents, Hongkong, 1st October, 1897. [1504]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU"

Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 22nd instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents, Hongkong, 11th October, 1897. [1545]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"GLAUCUS"

Captain Barlow, will be despatched as above on SUNDAY, the 24th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 11th October, 1897. [1548]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"FALLS OF DEE"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 4th February, 1897. [1544]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"HEATHBANK"

McKechnie, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 17th June, 1897. [1557]

FOR BALTIMORE.

THE 3 1/2 L. I. American Ship

"ISAC REED"

Captain Waldo, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 26th August, 1897. [1522]

FOR BALTIMORE.

THE 100 A. I. Hawaiian Bark

"JOLANI"

Captain C. C. McClure, is loading here for the above port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents, Hongkong, 21st September, 1897. [1445]

FOR NEW YORK.

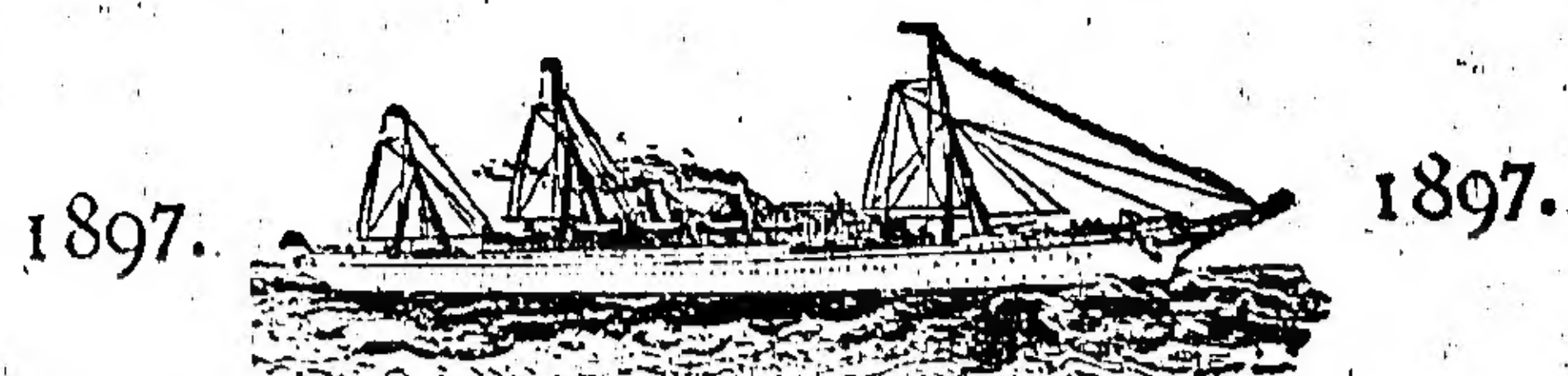
THE 9 1/2 A. F. American ship

"ARNER COBURN"

Captain M. L. Park, is loading here for the above port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents, Hongkong, 21st September, 1897. [1447]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897. SAFETY. SPREAD. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 27th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddar's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Oct., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 18th Nov., at Noon.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th Dec., at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 28th October, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [15]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR-SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th Nov. 1897. [159]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 19th Oct., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 9th Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 27th Nov., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 19th October, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland-Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day, and in full value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897. [15]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
10, Praya Central.

Hongkong, 9th March, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the INTERIOR, and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON &c.
Excellent accommodation. First-class Table, Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK &c.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the best class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Columbia..... 2,505 | Tuesday... | Oct. 19.
Tacoma..... 2,510 | Tuesday... | Nov. 9.
Victoria..... 2,515 | Tuesday... | Nov. 30.
Olympia..... 2,505 | Tuesday... | Dec. 21.
Columbia..... 2,505 | Tuesday... | Jan. 11.
Tacoma..... 2,491 | Tuesday... | Feb. 1.

THE Steamship

"COLUMBIA"

Capt. W. H. Hill, sailing at Noon, on TUESDAY, the 19th October, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports, should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents,
Hongkong, 7th September, 1897. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BALATA, PERMAN GULF, CONTINENTAL, and AMERICAN PORTS.)

THE Steamship

"RAVENNA"

Captain C. T. Denry, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st inst., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Egypt, leaving that Port on the 18th N. number for London direct.

Suez and Valparaiso, all Cargo for France and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 8th October, 1897. [15]

NORDDEUTSCHER LOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Seckel..... Tuesday... | 9th Nov.
Bayern..... Tuesday... | 7th Dec.
Prinz Bismarck..... Tuesday... | 4th Jan.
Prinzess Alice..... Tuesday... | 1st Feb.
Seckel..... Tuesday... | 1st March.

ON TUES